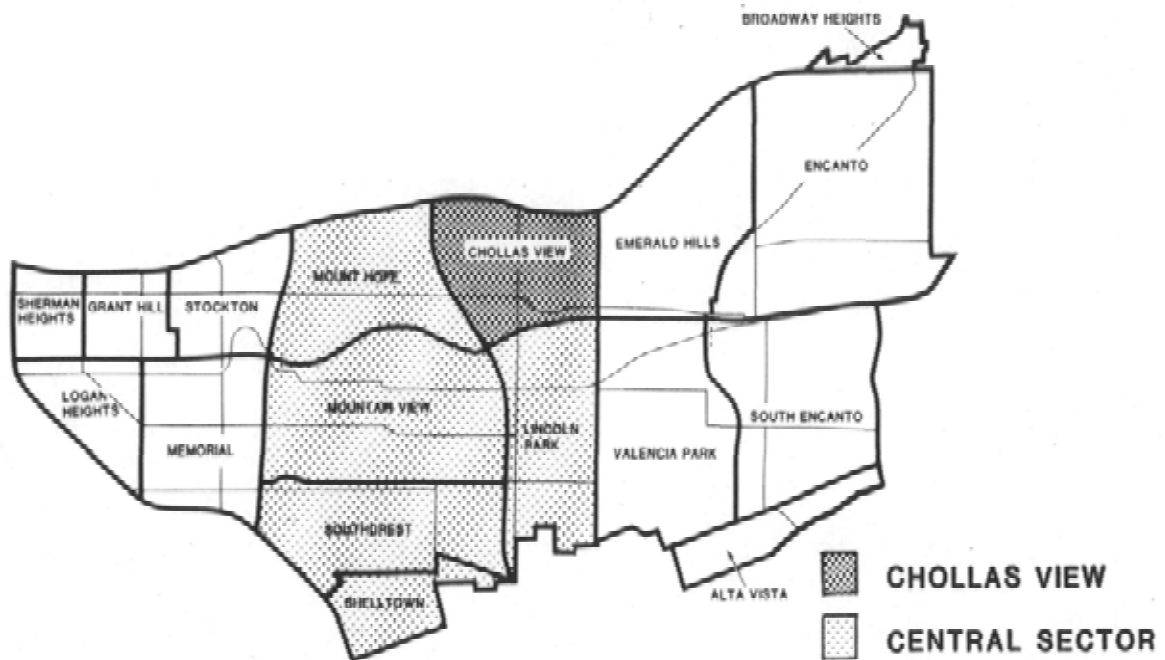


THE NEIGHBORHOOD OF CHOLLAS VIEW



Setting

Chollas View is situated on approximately 424 acres in the north-central portion of Southeastern San Diego. The neighborhood derived its name from the abundance of the cholla cactus that covered the land. It is bounded on the north by State Highway 94, on the south by the San Diego Arizona Eastern Railroad tracks (which also serve the San Diego Trolley), on the east by Euclid Avenue, and on the west by Interstate 805.

In 1919, the Catholic Diocese opened Holy Cross Cemetery on forty acres of land between 44th and 46th Streets north of Hilltop Drive. With the recent completion of Highway 94 immediately to the north of the cemetery, the blue-domed mausoleum became a landmark of Southeastern San Diego. Holy Cross Cemetery provides a panoramic view to the north, east and west.

From 1941 to March 1942, nearly 40,000 families were in need of military housing in San Diego. In response to that need, the federal government eventually built more defense housing in San Diego than in any other American city. One of those projects was located in the Chollas View neighborhood and was located between 44th and 45th Street and "F" and "G" Streets. The project was developed as duplexes, many of which remain today. In the 1950s a neighborhood began to develop around the war housing project south of Holy Cross Cemetery.

Chollas View is divided into two subareas by Hilltop Drive, an east/west collector located in the northern portion of the neighborhood. The northern subarea, encompassing about 30 percent of the total neighborhood, is bounded on the south by Hilltop Drive and on the north by State Highway 94. The subarea is a mixture of cemetery uses, neighborhood commercial uses, single- and multi-family residential uses (5-15 units per acre), and institutional uses (Gompers Secondary and Wright Brothers Senior High Schools). The southern subarea, accounting for the remaining 70 percent of the neighborhood, is bounded on the north by Hilltop Drive and on the

south by the San Diego Arizona Railroad. The subarea is a mixture of neighborhood commercial uses, industrial uses, single- and multi-family residential uses (5-15 units per acre), public facilities (Euclid trolley station) and institutional uses (Meade, Horton, and Chollas Elementary Schools).

Existing Land Uses (1986)	
Type of Use	Percent
Residential	
Low Density (5-10 du/ac, 1 du/lot)	20%
Medium Density (10-15 du/ac, 2 du/lot)	20%
Commercial	5%
Industrial	8%
Institutional	
(Gompers Secondary, Meade Elementary, Wright Brothers Senior High, Chollas Elementary, and Horton Elementary Schools)	20%
Holy Cross Cemetery	20%
Public Parks	2%
Vacant	<u>5%</u>
	100%

Residential

Over 3,200 people reside in Chollas View, with an overall density of about 11 dwelling units per acre. The residential areas in Chollas View are modest, with some well-maintained homes.

As mentioned above, the neighborhood was the site of a 499-unit military housing project back in the early 1940s. Although originally constructed as duplexes, the majority of the units have been converted to single-family homes.

Throughout the neighborhood, an equal number of single-family and duplex units exist. However, the majority of the duplexes (282 units) are located in the "Glenclift" subdivision which is south of Hilltop Drive between 47th and 49th Streets. The area, immediately east of the Glenclift site, is developed exclusively with single-family homes.

Commercial

All four corners at 47th Street and Market Street have developed with commercial uses including a convenience store, a small market, and two auto repair shops. For the majority of commercial services, the residents of Chollas View shop to the north in Mid-City.

Industrial

A variety of industrial employment centers have developed north of the railroad tracks generally between 49th Street and Euclid Avenue. Light manufacturing and warehousing/storage are included in the industrial uses. Access to the railroad tracks has been a primary attraction for these users.

Schools and Public Facilities

The neighborhood has three elementary schools (Horton Elementary, Meade Elementary, and Chollas Elementary), and two secondary schools (Gompers Junior and Senior High School). Occupying 20 percent of the total neighborhood, Chollas View has an unusually high amount of land dedicated to school use. All of the campuses are active, with no plans for closing or change of use.

Samuel Gompers Park is a 4.82-acre developed neighborhood park that adjoins Gompers Secondary School, located north of Hilltop Drive between the school site and Carolina Lane.

Vacant Parcels

Approximately five percent of Chollas View has remained vacant, with four major parcels totaling 15.5 acres. The first is located north of Guymon Street, west of Euclid Avenue, east of 49th Street, and south of Lise Avenue. The 4.72-acre parcel is adjacent to single-family and duplex developments to the north and west, and Horton Elementary School to the east.

Two of the other vacant parcels are located off of Market Street just east of 47th Street. The westerly parcel fronts on Market Street, while the second parcel adjoins it on the east. The two parcels, totaling five acres, are surrounded with a variety of uses including industrial to the east, medium density residential to the north, and commercial to the west and south.

The fourth vacant parcel totals approximately 4.5 acres and is located north of Hilltop and west of Euclid Avenue. This area is surrounded by residential development and is near Gompers Junior/Senior High School.

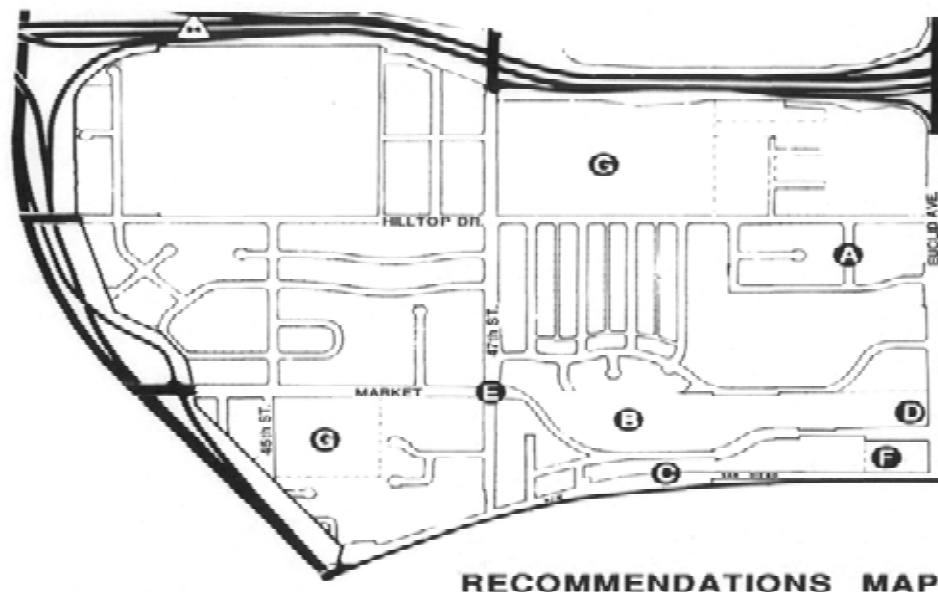
Transportation Facilities

The neighborhood's major streets are Euclid Avenue and 47th Street, which run north and south, and Market Street and Hilltop Drive, which run east and west.

The 2.2-acre Euclid trolley station is located in this neighborhood at the southwest corner of Market Street and Euclid Avenue. This stop represents the easternmost point in the first phase of the East Urban Trolley Line and is less than one-mile east of the 47th Street/Market Street station, located in the neighborhood of Lincoln Park. The station has excellent pedestrian, bus, and automobile access along Euclid Avenue and Market Street. Euclid connects the station area to State Highway 94 about one-half mile to the north, while Market Street connects the area to Interstate 805 near the 47th Street Station.

Chollas View Objectives

1. Preserve the existing, well-maintained single-family development east of 49th Street.
2. Improve the landscaping along Market Street and Euclid Avenue.
3. Achieve joint development with the MTDB and private businesses to develop the area adjoining the Euclid trolley station.
4. Increase the availability of commercial retail services which are sensitive to the needs of this community.



Chollas View Recommendations

- A. Maintain the character of the low density residential area east of 49th Street.
Preserve the existing stable, well-maintained single-family homes by retaining the existing R1-5000 Zone. The development of the vacant site north of Guymon Street and east of 49th Street should consist of detached units which are compatible in scale and development pattern with existing uses to the north. Redevelop the duplex units originally built as temporary housing. ~~The vacant parcel north of Hilltop Drive should also be developed with detached single family residential units.~~
- B. Rezone the area on the north side of Market Street from 47th Street to 49th Street.
This area is presently zoned R-3000 and should be rezoned to a light industrial zone to allow for an increased intensity of development close to the trolley and adjacent to the industrial areas to the south and east.

- C. Rezone the area south of Market Street between 47th and 49th Streets to a low-medium residential density designation.

The properties bounded by Market Street on the north, 47th Street on the west, the trolley tracks on the south, and 49th Street on the east are presently zoned R-400 and should be rezoned to R-3000 or a similar zone. This recommendation is made in consideration of the existing low residential pattern of development west of this area.

~~D. Rezone the northwest and southwest corner of Market Street and Euclid Avenue to a general commercial zone.~~

- D. The parcels immediately northwest of the Euclid Trolley Station are presently zoned M-1A and M-1B. A general commercial designation is recommended for this site and the area to the north to allow uses including consumer goods and services, with an emphasis on services that could be provided during the day while the consumer uses the trolley for ~~transportation, such as auto service, transportation. Such uses could include~~ shoe repair, laundry services, cafes and other miscellaneous service commercial uses.

The parcels south ~~west of the~~ Euclid Avenue should be rezoned ~~for commercial use~~ from their present industrial use designation and zoning. This is necessary to support much needed new commercial center development (Market Creek Plaza) in this important transit center area.

- E. Redevelopment funds are recommended to be targeted for commercial retail uses at the corner of 47th and Market Street.

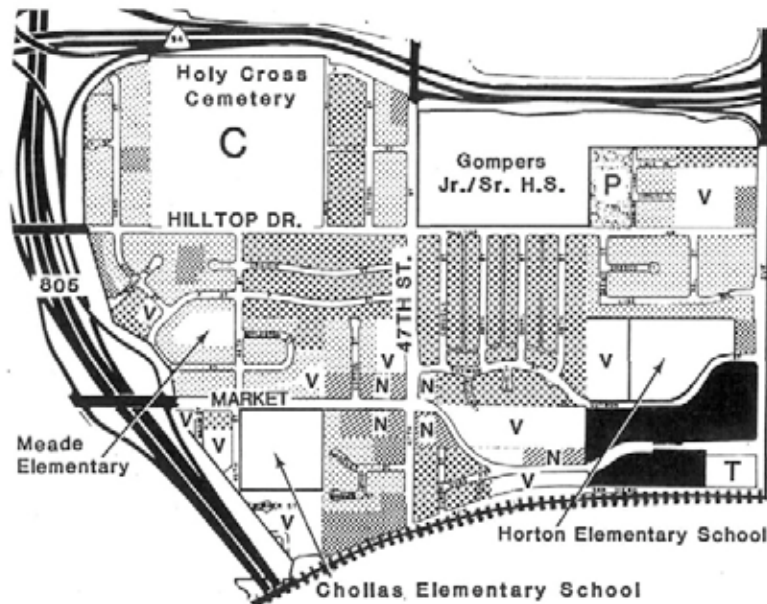
- F. The trolley station parking lot may need to be expanded should the trolley ridership originating at this site increase. Increasing the size of the trolley parking area is recommended as demand increases.

- G. Chollas Elementary School and Gompers Junior/Senior High School should be rezoned to the Institutional Overlay Zone. These sites should only be developed with compatible private development after it has been determined that they are not needed for use as public facilities. Should residential re-use be considered, the density should be 10-15 units per acre for Chollas Elementary School and 5-10 units per acre for Gompers Junior/Senior High School.

- H. The low-medium density (10-15 dwelling units per net acre, MF-3000 Zone) multi-family portion of the neighborhood bounded by 46th Street on the west, 47th Street on the east, Hilltop Drive on the north and Market Street on the south, excluding the lots fronting on 47th Street and Market Street, should be identified as a “Special Character Multi-Family Neighborhood” that would be protected with development standards recommended by the Urban Design Element.

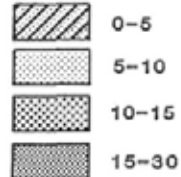
- I. The restoration of Chollas Creek ~~through the Market Creek Plaza Project~~ will provide the community with opportunities for recreation. The creek’s sloped banks should be restored with native riparian ~~vegetation, and special features of the restoration could include an amphitheater embedded on the sloped banks of the creek. Pathways~~ vegetation and pathways along the creek banks will provide pedestrian linkages to the community.

EXISTING LAND USE



LEGEND

RESIDENTIAL (units per acre)



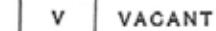
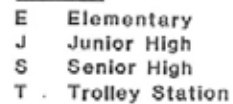
VILLAGE



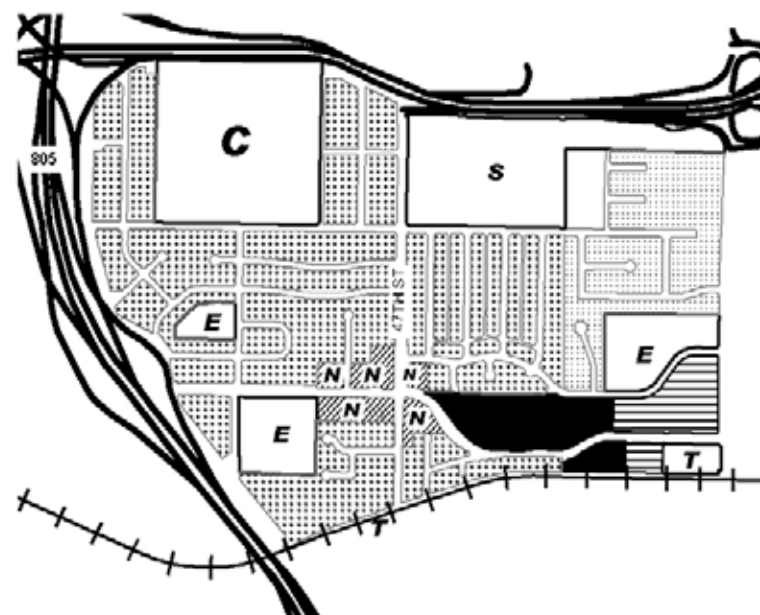
COMMERCIAL



Schools



RECOMMENDED LAND USE



CHOLLAS VIEW

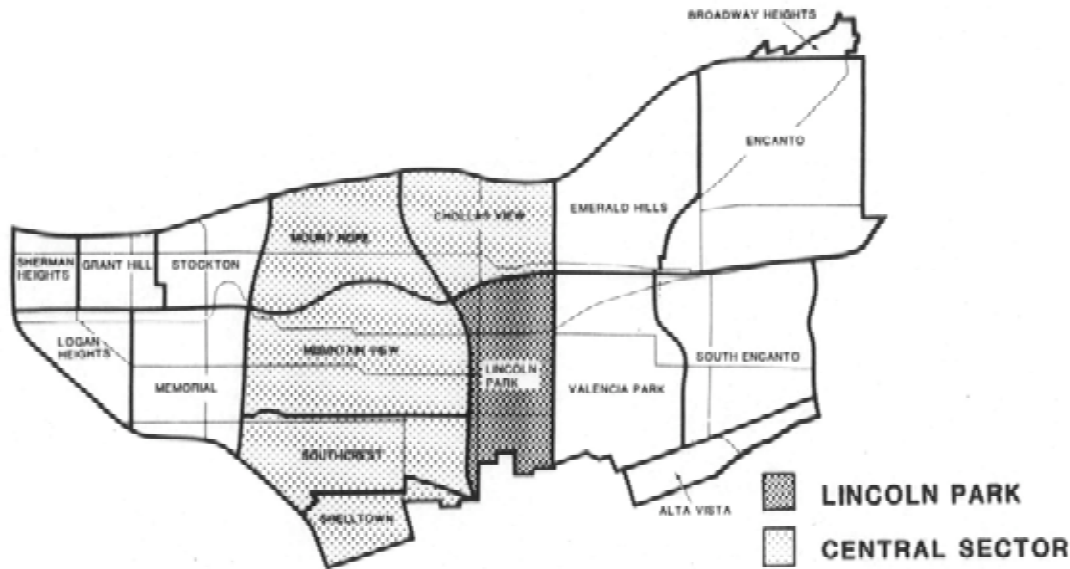
SOUTHEASTERN SAN DIEGO

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FIGURE 37

- J. Develop the vacant lot immediately west of Euclid Avenue and north of Hilltop Drive with a mixture of single-family attached and detached homes. Use small lot single-family detached homes to provide a transition between small lot single-family attached homes and existing single-family neighborhoods with lower density. This site should provide a variety of housing opportunities, including for-sale and affordable housing, in a pedestrian-friendly setting.

THE NEIGHBORHOOD LINCOLN PARK



Setting

Lincoln Park is situated on approximately 477 acres in the eastern portion of Southern San Diego. It is bounded on the north by the San Diego Arizona Eastern Railroad tracks (now the San Diego Trolley line), on the south by the city of National City, on the east by Euclid Avenue, and on the west by Interstate 805.

Lincoln High School, named after Abraham Lincoln, continues to serve as a focal point for the neighborhood. As is true in many neighborhoods, the residents of the area associate themselves with the school, historically referring to the area as "Lincoln" and now "Lincoln Park."

The significant feature of this neighborhood is its abundance of land dedicated to public schools, the most dominant being Lincoln High School. The neighborhood also has two elementary schools—Harley Knox Elementary School and John F. Kennedy Elementary School. Another landmark is the oasis-like landscaping of the 230-unit El Rey Trailer Park which is planted with 100-foot-high palm trees. The park is the first development seen to passengers on the Euclid Line of the San Diego Trolley as it travels east past Interstate 805.

The area contains a wide range of topographic features, including rolling hills, mesa tops and floodplains. Due to the abundance of rolling hills, many properties enjoy views, particularly the two-story apartment buildings.

Approximately 3,500 people reside in Lincoln Park with an overall density of about 17 dwelling units per acre. The population density is the highest in the Southeastern San Diego community.

Existing Land Uses

Lincoln Park is divided into three subareas, divided by major east/west corridors. The northern subarea, defined on the south by Imperial Avenue and on the north by the trolley line, is

predominantly residential. At the southwest corner of 47th Street and the trolley line, the 47th Street trolley station shares a parking lot with the Church of God. This station is the first stop on the trolley line after the trolley has exited the cemetery area in Mount Hope. The eastern portion of this subarea is multi-family housing with densities averaging about 25 units per acre. This subarea also includes the 230-unit El Rey Trailer Park and, just to the east of the trailer park, an 18-acre aircraft manufacturing facility. Concrete-lined Las Chollas Creek passes east/west through the trailer park and the industrial facility.

Still in the northern subarea, the western portion consists of a 35-acre site that was acquired by Caltrans and was intended to be developed as the 157 Expressway, a major connector between Interstate 805 and Market Street. The concept of constructing this project has since been abandoned and the area is now being recommended for redevelopment by SEDC. The property is nearly vacant with the exception of a dozen homes that are still being rented out by Caltrans. A majority of the property is impacted by flooding and drainage problems associated with Las Chollas Creek. The creek flows through a concrete lined channel through the developed areas of Lincoln Park, but is in its natural state as it passes by the 157 Expressway property.

Imperial Avenue west of Euclid Avenue is occupied by a variety of neighborhood-serving commercial uses. Eating establishments and other local retail shops line this strip commercial development. The strip commercial has a perimeter road of its own with a median separating it from Imperial Avenue. Within this easement, a majority of the off-street parking is provided for the retail uses.

This design removes the slower moving cars from the fast moving pace of Imperial Avenue. Lincoln High School, also fronts on Imperial Avenue, and John F. Kennedy Elementary School, with a four-acre park, is located one block south. Although the schools are on level ground, the properties to the south and east are very hilly, creating a challenge for infill development.

The residential area south of Imperial Avenue and north of Oceanview Boulevard is the oldest area in the Lincoln Park neighborhood. Many of the streets have poor road surfaces or are even unpaved and many lack any sidewalks, curbs or gutters. A vacant ten-acre site fronting on Euclid Avenue is surrounded by single- and multi-family developments.

Nearly all of the low density residential development is south of Oceanview Boulevard. A large cluster of over 400 single-family homes is just south of Logan Avenue between 47th Street and Euclid Avenue. The high density developments are in the vicinity of Imperial Avenue and Euclid Avenue and along Logan Avenue. An abundance of multi-family housing exists in this neighborhood.

The southern subarea is bounded by the city of National City on the south and is occupied primarily by single-family homes. Large apartment complexes are also in existence on Logan Avenue and 47th Street. In the center of this subarea is Harley Knox Elementary School. A recent development is the Eastridge project, located at the Southeastern corner of Logan Avenue and 47th Street. The 86-unit project is a gated single-family, attached complex. Along Logan Avenue east of 49th Street is a block of community-serving commercial uses, and a multi-family complex. The Logan-Euclid Professional Business Association has organized an active program

to work for the area's improvement. This Association includes the northwest and southwest corners of Logan and Euclid Avenues.

Fire Station 12 is located on Imperial Avenue, west of Euclid Avenue. The Valencia Park Branch Library is located north of Imperial Avenue on 50th Street and is planned to be relocated to the corner of 51st and Market Streets.

Existing Land Uses (1986)	
Type of Use	Percent
Residential	
Low Density (5-10 du/ac, 1 du/lot)	25%
Low-Medium Density (10-15 du/ac)	20%
Medium Density (15-30 du/ac)	5%
Industrial and Commercial	15%
Institutional (public schools)	15%
Vacant	15%
Parks	<u>5%</u>
	100%

Lincoln Park Objectives

1. Retain the existing single-family development as islands of well-maintained housing, while encouraging redevelopment of dilapidated housing. Increase homeownership opportunities.
2. Redevelop the vacant 157 Expressway land for residential use, while encouraging homeownership opportunities.
3. Improve the appearance of major transportation corridors including the trolley through improved landscaping.
4. Retain viable existing businesses along major streets including Imperial Avenue, Euclid Avenue, and Logan Avenue, encouraging rehabilitation.
5. Expand community-serving commercial activities.

Lincoln Park lacks adequate commercial facilities such as supermarkets, pharmacies, clothing stores and other outlets that would satisfy the needs of a neighborhood. Full service shopping facilities are several miles away in National City, while other retail services are grossly inadequate. City. Very few employment opportunities exist in Lincoln Park at the present time. A mix of uses including residential, commercial, office, retail, and public facilities should be encouraged in appropriate areas.

6. Retain the hills and canyons of the neighborhood.
7. Incorporate neighborhood changes to decrease the crime rate.

An excessively high crime rate, together with drug and gang problems associated with the schools, has affected the safety of the streets and has increased the need for police surveillance. The crime rate in this area is high. In a study conducted by CIC Research, Inc., in 1981 of the entire Southeastern San Diego community, two-thirds of the 600 respondents indicated that crime or juvenile delinquency was a problem in the community. The statistics on crimes committed in the neighborhood and its immediate surroundings show grounds for the concern voiced by the citizens. San Diego Police Department figures for 1984 violent crimes committed shows a rate per 10,000 persons of 117.5 ~~which~~that is nearly double the citywide rate of 61.1.



RECOMMENDATIONS MAP

GENERAL RECOMMENDATIONS

B. Maintain a strong code enforcement effort.

Lincoln Park Recommendations

A. Redevelop the 157 Expressway for residential and a small amount of commercial uses.

Redevelopment of the vacant 157 Expressway land is the highest priority for this neighborhood. SEDC is in the process now of completing the Central Imperial Redevelopment Project report which will outline specific projects and programs that will assist in the development of this area. The project area includes the majority of the Lincoln Park neighborhood, running as far south as Oceanview Boulevard.

Townhouse and courtyard designs are encouraged, with a recommendation that the development plans call for a division of dwellings into clusters, perhaps grouped around small courtyards. A majority of the development should be oriented toward home ownership. Large multi-family developments should be avoided. The Planned District legislation should outline a discretionary process to be used in the review of larger projects within the 157 Expressway. Street vacations and lot consolidations are strongly recommended in order to maximize redevelopment opportunities.

- B. Stabilize and improve the neighborhood through continued enforcement of the zoning and building codes.

The ongoing Project First Class Zoning and Building Code Enforcement, alley improvement, and litter control programs should be continued. The central subarea of Lincoln Park is particularly needy in this regard.

- C. Retain the R-3000 designation for the property south of the 47th Street trolley station.

The 47th Street park and ride trolley station is located just south of the railroad tracks on 47th Street. Just to the west of the trolley station is a 2.6-acre site on MTDB-owned land. To the south of the trolley station and along 47th Street is the Church of God which now shares the parking facilities at the trolley stations. South of church and north of Las Chollas Creek is a 1.5-acre site. This site should be developed by the standards of the R-3000 Zone.

- D. Rezone the residential area south of Imperial Avenue and north of Oceanview Boulevard to R-2500 and R-3000 or similar zones, with the exception of the properties south of Holly Street and west of Euclid.

This plan recommends that the designation for the residential area south of Imperial Avenue and north of Oceanview Boulevard be revised in density from the existing R-1500 Zone to R-2500 and R-3000 zones. This designation would allow residential densities of 15-17 dwelling units per acre. Townhouse and courtyard designs are encouraged, with a recommendation that the development plans call for a division of dwellings into small clusters of 10-15 units each, perhaps grouped around small courtyards. This revision in density would not create any non-conforming uses, but it would assure compatibility in the scale of future development.

- E. Rezone the R-1500 properties south of Oceanview to R-2500. This recommendation is made in recognition of the existing pattern of development, and to minimize the spot zoning pattern that presently exists.

- F. Rezone the YWCA site to reflect its institutional use.

The YWCA on the south side of Logan Avenue just west of Euclid Avenue is recommended to be rezoned to reflect its institutional use, with an alternative community commercial zone.

- G. Retain the El Rey Trailer Park as a mobile home park overlay zone.

The El Rey Trailer Park should be retained with a mobile home park overlay and be rezoned from the existing R-1500 Zone to the R-3000 Zone, in order to properly reflect the existing land use density.

- H. Revitalize the commercial corridors through loans and the establishment of a Business Improvement District.

New commercial development needs to provide sorely needed community-serving commercial services. This development should be focused at the intersections of Imperial Avenue and Euclid Avenue, and Logan Avenue and Euclid Avenue. Euclid Avenue is a highly traveled north/south corridor that carries thousands of potential customers every day. The recent opening of the trolley station at Euclid Avenue and Market Street will further increase the number of people utilizing this major street.

Along the commercial corridors, a commercial revitalization program to assist existing businesses and business properties should be initiated. The program should begin with organization of property and business owners into a business improvement district for the intersection of Imperial Avenue and Euclid Avenue. City assistance through public improvements (code enforcement, landscape, parking, lighting) and low interest rehabilitation loans should be focused to locations where property owners are organized and willing to commit their own funds to improvements. A major component to this revitalization effort will be code enforcement and litter control.

The Logan-Euclid Professional Business Association has already organized an active program to work for the area's improvement. As an important, highly-visible intersection, Logan-Euclid can become a demonstration model for a joint private-public revitalization effort. Given the owner's initiative and willingness to invest in property improvements, the area should be given high priority for public landscape improvements through the Project First Class Landscape Improvement Program.

Logan Avenue from 49th Street to Euclid Avenue should also be given a high priority in the Landscape Improvement Program.

- I. Retain or create neighborhood and commercial zones north of Imperial Avenue, east and west of 47th Street.

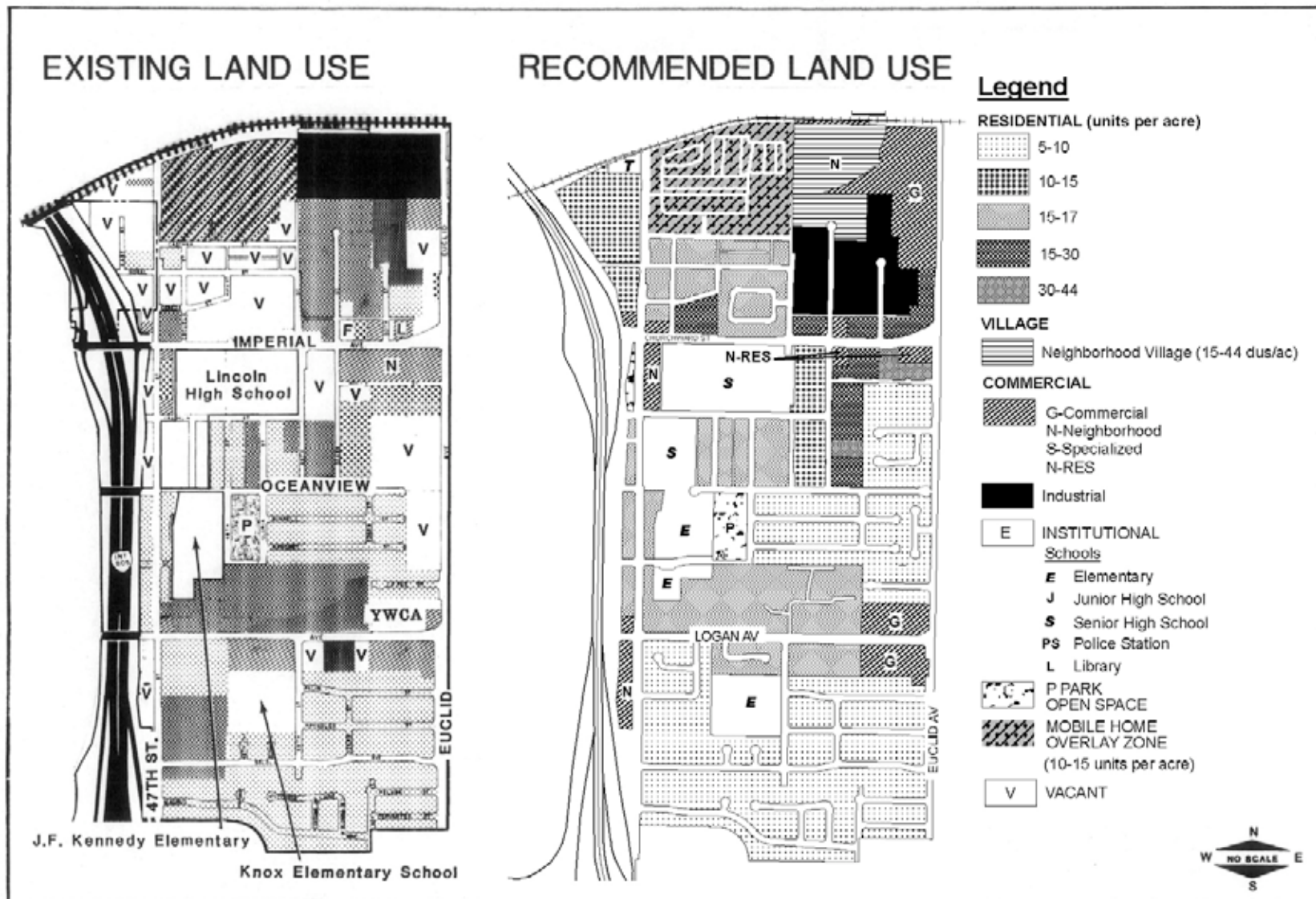
The northwest corner of 47th Street and Imperial Avenue should be retained for a neighborhood-serving commercial use. The northeast corner of 47th Street and Imperial Avenue is vacant and should be developed for neighborhood commercial use. All new development should recognize the importance of 47th Street as the visible "front edge" of Lincoln Park. Buildings on 47th Street, whether residential or commercial, should have street-facing entrances with a strong sense of the front being on 47th Street. Buildings should not turn their backs on the streets. Parking areas should not be located between buildings and 47th Street.

- J. Rezone the east and west sides of 47th Street south of Imperial Avenue to Franklin Street.

The east side of 47th Street immediately south of Imperial Avenue is currently zoned R-1500, is adjacent to the Lincoln High School recreational field, and is developed with commercial uses on both the north and south ends of the block. This block should be

rezoned to a neighborhood commercial designation to allow the infill of neighborhood serving commercial uses. The west side of 47th Street, from Imperial Avenue to Franklin Street, is an 0.33-acre vacant parcel owned by the City of San Diego. This property should be rezoned to RI-40000 and maintained by the City of San Diego as open space. Any use of this property other than open space, should require a special permit to control permitted uses and assure a quality project that relates well to the nearby school facilities.

- K. Rezone Knox Elementary School, J.F. Kennedy Elementary School, and Lincoln High School to the Institutional Overlay Zone. None of these sites should be developed with compatible private development unless it is determined that they are not needed for public facility use through the Institutional Overlay Zone review process. Where it is determined that residential re-use is appropriate, the density should be compatible with surrounding densities in the neighborhood; the density should be 5-10 units per acre for Knox and J.F. Kennedy Elementary Schools and 10-17 units per acre for Lincoln High School.
- L. When the Valencia Park Library vacates its present location on Imperial Avenue and 50th Street, the site shall be redesignated for ~~commercial use and retain the zone CSF-2, in character with the surrounding development.~~Residential 15-30 du/ac consistent with the Village/Mixed Use Element.
- M. The restoration of Chollas Creek through the Market Creek Plaza Project will provide the community with opportunities for recreation. The creek's sloped banks should be restored with native riparian vegetation, and special features of the restoration could include an amphitheater embedded on the sloped banks of the creek. Pathways along the creek banks will provide pedestrian linkages to the community.
- N. Rezone the area south of the trolley tracks west of Euclid and just east of the northern extension of 49th Street from industrial to commercial to support the development of a major community commercial center (Market Creek Plaza).
- O. The eastern side of Willie James Jones Avenue from Holly Drive to Ocean View Boulevard should be redesignated for Residential 15-30 du/ac and for Residential 30 to 44 du/ac consistent with the Village/Mixed Use Element.



LINCOLN PARK

SOUTHEASTERN SAN DIEGO

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FIGURE 38

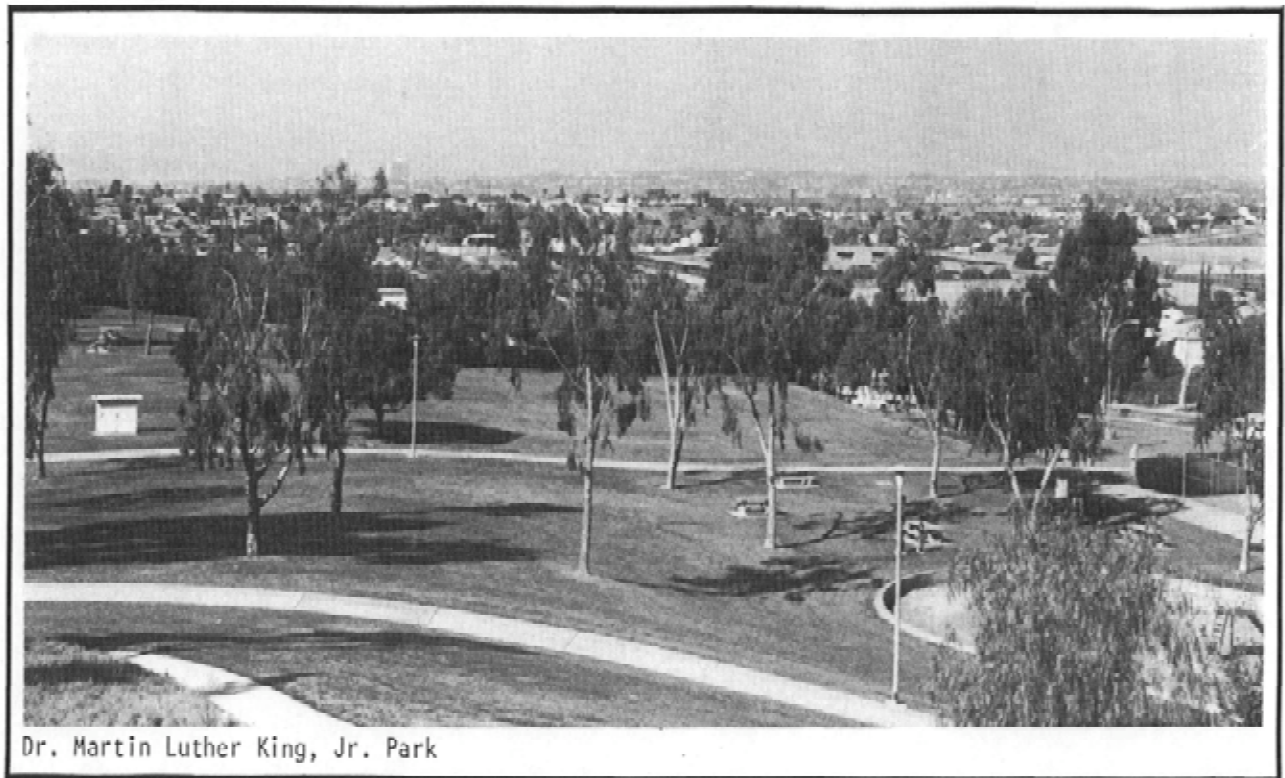
EAST SECTOR

EAST OF EUCLID AVENUE

Chollas View, Lincoln Park, Broadway Heights, Emerald Hills, Encanto, Valencia Park, South Encanto, Alta Vista.

The trolley East Line will have an important impact on the northern portion of this area, with park and ride stations at 47th Street, Euclid Avenue and 62nd Street.

Planting improvements are to be focused on the major street corridors on Market, Imperial, Logan, 47th and Euclid.



EAST SECTOR

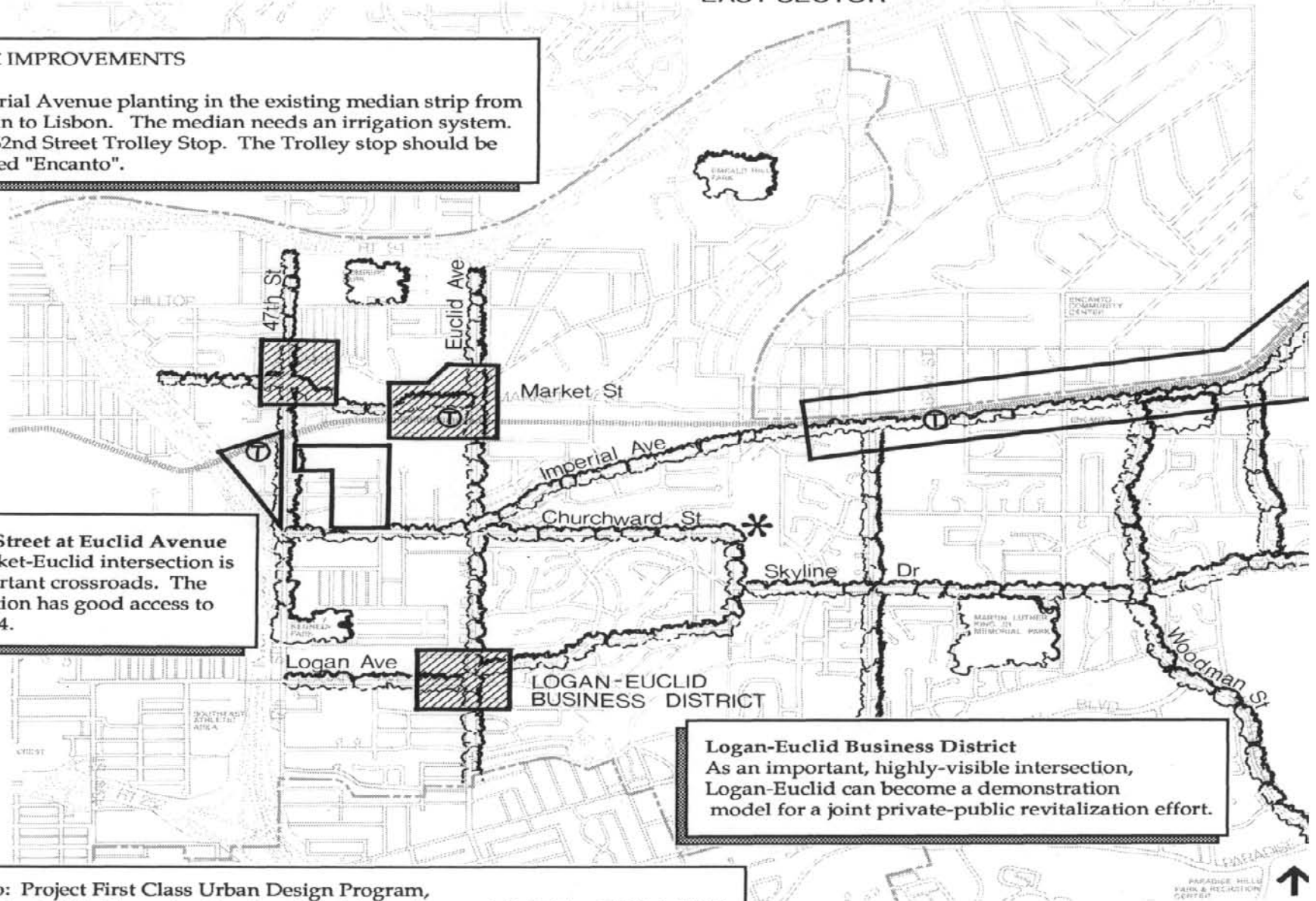
PUBLIC IMPROVEMENTS

1. Imperial Avenue planting in the existing median strip from Merlin to Lisbon. The median needs an irrigation system.
2. The 62nd Street Trolley Stop. The Trolley stop should be named "Encanto".

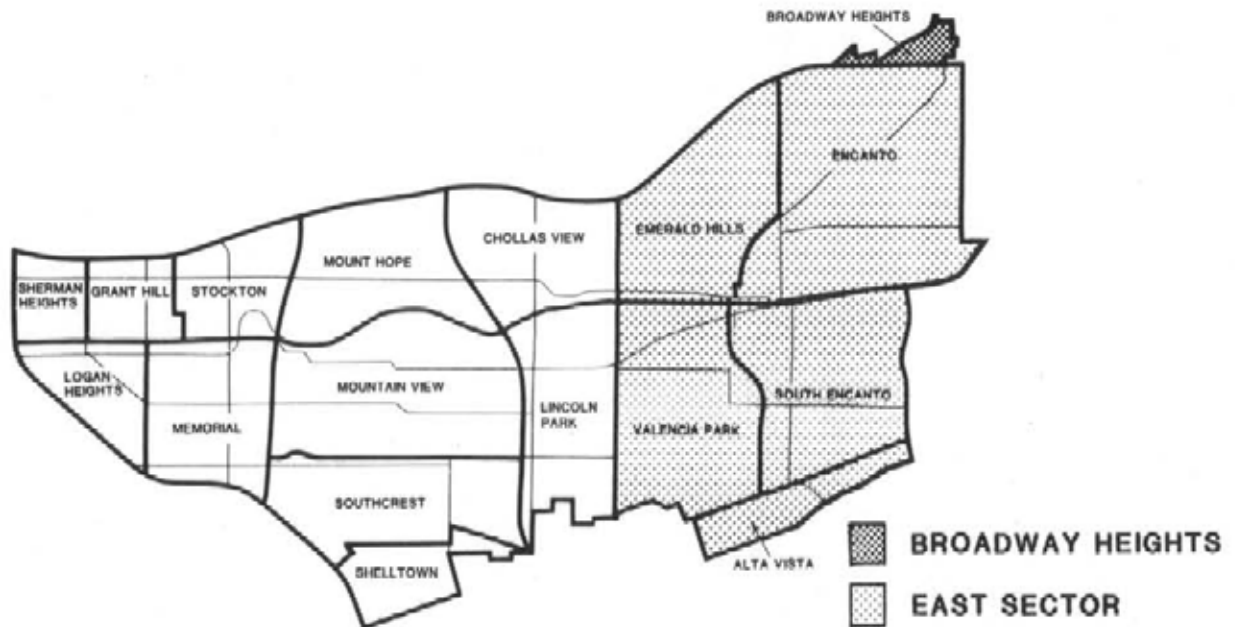
Market Street at Euclid Avenue
The Market-Euclid intersection is an important crossroads. The intersection has good access to Route 94.

Logan-Euclid Business District
As an important, highly-visible intersection, Logan-Euclid can become a demonstration model for a joint private-public revitalization effort.

Credit to: Project First Class Urban Design Program,
(Gerald Gast, AIA, Tectonics, Kercheval and Associates and G. Eckbo, FASLA, 1985)



THE NEIGHBORHOOD OF BROADWAY HEIGHTS



Broadway Heights is situated on approximately 61 acres in the northeastern corner of Southeast San Diego. It is bounded on the north and east by the city of Lemon Grove, on the south by Mallard Street, and on the west by Federal Boulevard. The neighborhood is surrounded with residential development, with the exception of its westerly boundary along Federal Boulevard where heavy commercial uses are common.

The 140-lot subdivision known as "Broadway Heights" was approved in the late 1950s, with most of the homes being built around 1960. A smaller "Rancho Valle" 43-lot subdivision is immediately to the east of the Broadway Heights subdivision, and is included in this neighborhood section. The neighborhood is atop the highest peaks in the community with an average elevation of over 400 feet above sea level. The highest parcels are along Mallard Street, with the remainder of the neighborhood terraced down in the northern portion of the subdivision. Many locations have views to the north and east.

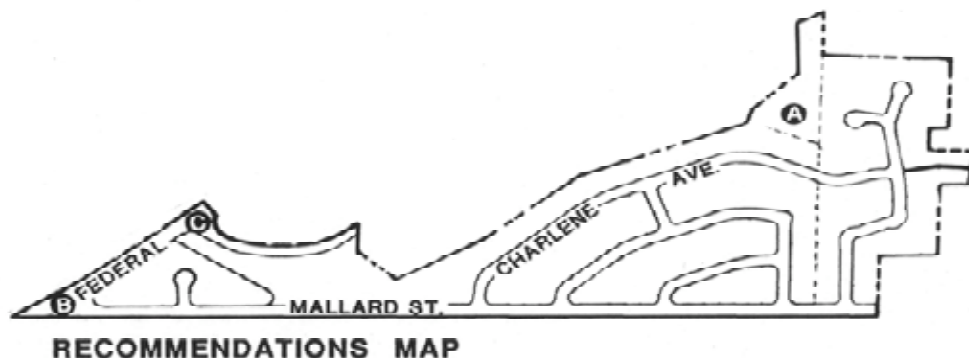
Approximately 600 people reside in Broadway Heights, with an overall density of about six units per acre. The population density is among the lowest in the Southeastern San Diego community. Nearly all of Broadway Heights has been developed for low density residential use, with one home on one lot. The homes are all contemporary stucco structures. Nearly all of the homes are in excellent condition. The neighborhood has public improvements including curb, gutter, sidewalks and streets. The majority of the residences are owner occupied. The median income is among the highest in the community. A two-acre vacant parcel zoned for agricultural use (A-1-1) is located in the northwesterly corner of the neighborhood.

The significant features of this neighborhood are its high level of public improvements, the good condition of its housing, and its views.

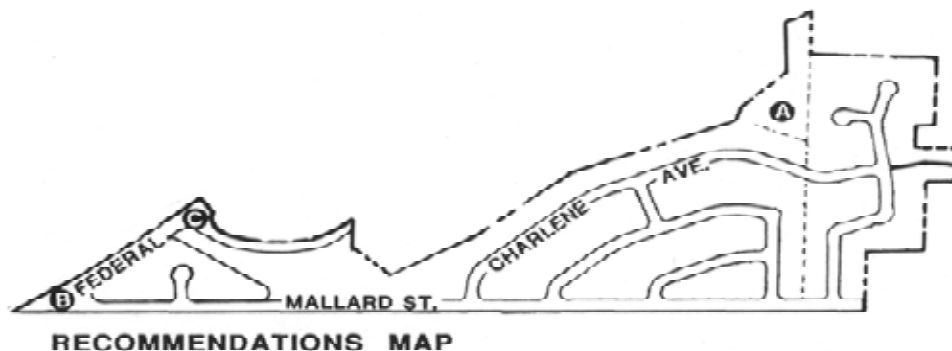
Federal Boulevard, which constitutes the western boundary, and Mallard Street, which forms the southern boundary, are the two major streets serving Broadway Heights. Federal Boulevard provides access to State Highway 94 and Mallard Street provides access to Federal Boulevard and 69th Street, which serves as a major north/south transportation corridor for this residential neighborhood.

Broadway Heights Objectives

1. Preserve the well-kept, single-family homes.
2. Protect the natural character of the canyons surrounding the neighborhood.



3. Expand Federal Boulevard to its recommended width.



Broadway Heights Recommendations

A. Residential

Maintain the character of this single-family neighborhood by preserving the R1-6000 and R1-10000 zones.

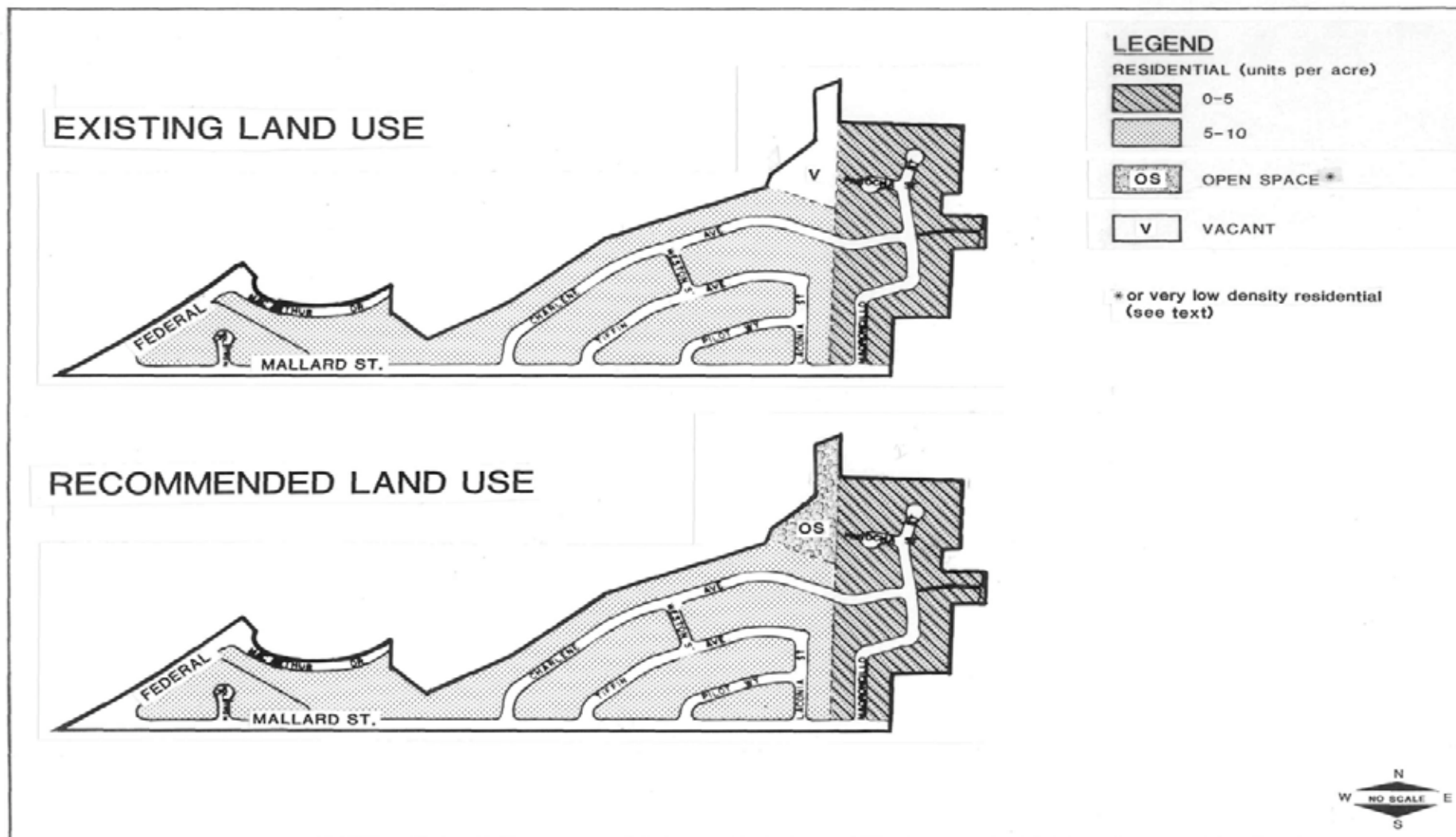
B. Open Space

Open space preservation principles should be applied to the canyon slopes which define the neighborhood and are among its greatest assets.

The vacant 4.5-acre parcel in the northwest corner of the neighborhood should be zoned R1-40000 and is recommended for open space acquisition by the City of San Diego. If not acquired for open space, the lands with greater than 25 percent slope should be designated in the Hillside Review Overlay Zone and a Planned Residential Development Permit should be required to minimize grading and assure compatibility with the surrounding uses.

C. Transportation

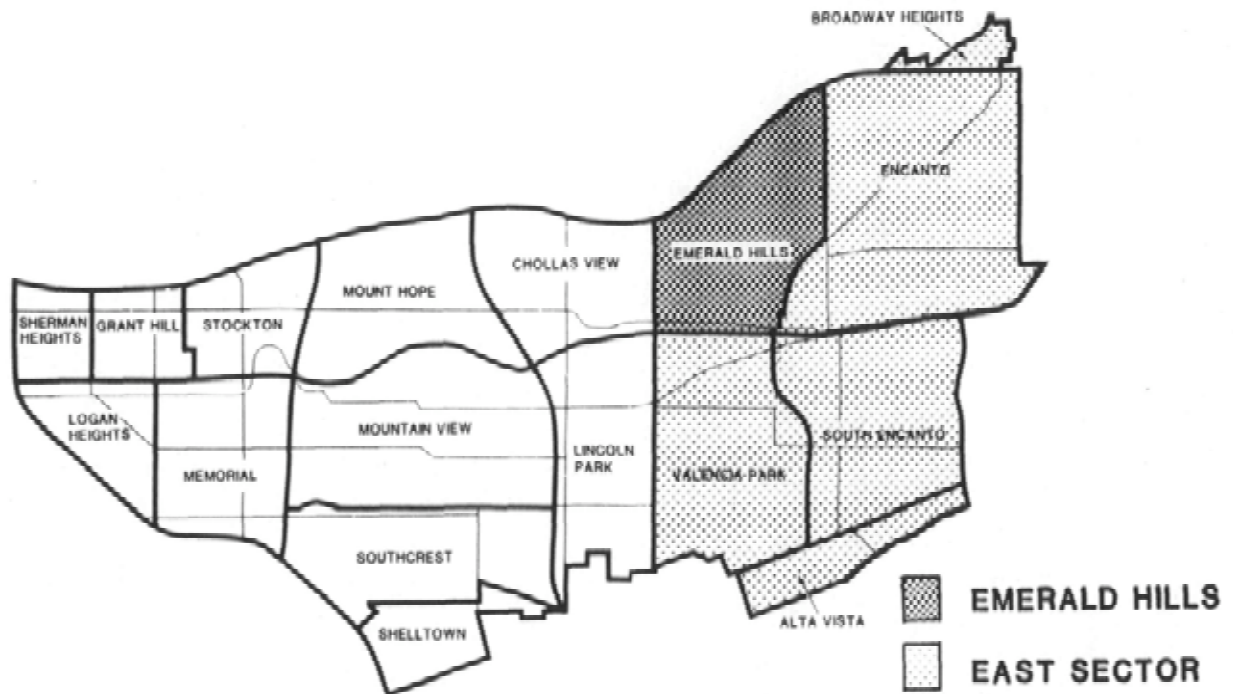
Improve Federal Boulevard to a four-lane major street in order to handle future volumes as high as 16,000 vehicles per day. This should be coordinated with improvements to Federal Boulevard by the city of Lemon Grove.



BROADWAY HEIGHTS
SOUTHEASTERN SAN DIEGO
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FIGURE 39

THE NEIGHBORHOOD OF EMERALD HILLS



Setting

Emerald Hills is situated across in the northeastern portion of Southeastern San Diego. It is bounded on the north by Highway 94 and Federal Boulevard, on the south by Market Street, on the west by Euclid Avenue, and on the east by 60th Street and Radio Drive. The neighborhood is separated from the surrounding areas by a freeway, major streets, and a major canyon system.

Much of Emerald Hills is very hilly and provides beautiful views. The neighborhood got its name from the Emerald Hills Country Club and Golf Course, which was established in 1959. The highest point of Emerald Hills, where transmitter towers for KSDO radio now stand, was once an ancient Indian burial ground.

The major streets in Emerald Hills include Euclid Avenue and 60th Street, which run north and south, and Market Street and Federal Boulevard, which run east and west.

The San Diego Trolley - Euclid line runs along the San Diego Arizona Eastern Railroad tracks from downtown San Diego to Euclid Avenue. Due to the presence of the trolley station, the intersection of Euclid Avenue and Market Street is expected to become a commercial center serving the eastern portion of Southeastern San Diego.

Existing Land Uses (1986)	
Type of Use	Percent
Residential	
Very-Low Density (0-5 du/ac, 1 du/lot)	50%
Low Medium Density (10-15 du/ac)	5%
Commercial	2%
Industrial	2%
Institutional	
(Johnson Elementary and Christian Fellowship Church)	10%
Public Parks	6%
City-owned Open Space	15%
Vacant	<u>10%</u>
	100%

Residential

The residential areas of Emerald Hills are single-family with the exception of the properties fronting on Euclid Avenue where low-medium density multi-family uses (10-15 units per acre) have developed. About 40 duplex-type homes, developed back when zoning allowed such densities, are scattered throughout Emerald Hills.

The residents display a strong sense of community and pride, exhibited by the condition of their homes and the existence of neighborhood clubs and associations. Over 4,000 people reside in Emerald Hills, with an overall density of about seven dwelling units per acre. The population density is the lowest in the Southeastern San Diego community.

Commercial

The only commercial uses in the neighborhood front on Euclid Avenue and include a gas station and a beauty salon. A wide variety of commercial services are available to Emerald Hills residents to the north in the College Grove area and to the east in Lemon Grove.

Industrial

There are two industrial land uses in Emerald Hills. One is a public storage facility, located between Federal Boulevard and State Highway 94. The other is the KSDO transmission tower located on a peak in the northeastern corner of the neighborhood.

Schools, Parks and Public Facilities

The neighborhood has one elementary school, Johnson Elementary School, located on Kelton Road and north of Luber Street. The school is immediately south of Emerald Hills Park, a 9.59-acre neighborhood park, which is fully developed with two large playgrounds for small children, a lighted multi-use court (basketball or volleyball), two lighted tennis courts, restrooms, parking

lot, and a paved walkway system encircling the entire park. The park also supports a native plant area, which is in the northeastern corner of the park, where it abuts the city-owned open space area on its northern boundary. The new Valencia Park Library is planned to be constructed at Market and 51st Streets abutting city-owned open space.

Open Space

The outstanding feature of the neighborhood of Emerald Hills is the abundance of open space that has been preserved in its natural state through acquisition by the City of San Diego. About 80 percent of all city-owned open space in Southeastern San Diego is in Emerald Hills. Radio Canyon, which surrounds the neighborhood on the east and south, is a valuable natural open space area. About 75 acres of Radio Canyon have been purchased by the City of San Diego as open space. The City Council has identified the Radio-Chollas Open Space System, which includes Radio Canyon and Las Chollas Creek, as the highest priority open space acquisition lands in Southeastern San Diego.

Another major open space area constitutes the neighborhood's northern boundary and serves as a buffer between Highway 94 and the residential areas to the south. That open space, known as Emerald Vista, was purchased by the City and totals 77 acres.

Vacant Parcels

Two large vacant parcels remain in the neighborhood. The first is located at the northeast corner of Market Street and Euclid Avenue and is approximately seven acres. The property is zoned RI-5000, fronts on Market Street and is bounded by city-owned open space on the east, and a steep slope with residential development on the north. This site is the proposed location of the New Valencia Park Library.

The second parcel is located in the northeastern portion of the neighborhood and fronts on 60th Street. This parcel is zoned RI-10000 and is only partially developed with radio transmitter towers.

Emerald Hills Objectives

1. Improve the appearance of Euclid Avenue.
2. Develop the vacant parcel fronting on 60th Street in such a way that it will minimize disturbance of the land's natural topography and vegetation.
3. Develop the vacant parcel at Market Street and Euclid Avenue in a way that compliments the trolley station across the street and is compatible with adjacent residential uses.
4. Preserve the single-family areas.



Emerald Hills Recommendations

- A. The City of San Diego should retain the city-owned open space areas in Emerald Hills.

The existence of the open space areas serve as a visual relief to the residents of the area and act to preserve a valuable natural canyon from development. Further acquisition of lands in the Radio Chollas Open Space System is recommended to occur as soon as possible to ensure retention of this valuable land. Designated open space areas should be rezoned to R1-40000 or a similar zone.

- B. Retain the existing single-family residential zones (R1-5000 and R1-6000) and designate these areas for low density residential uses (5-10 units per net acre).
- C. Preservation of the existing stable, well-maintained single-family neighborhood is a high priority for Emerald Hills. Community pride will continue to play a major role in the future of this neighborhood.

Rehabilitation or development in the residential areas should be required to compliment the existing scale and bulk of the existing residential development. Lot consolidations should be discouraged.

- D. Rezone the vacant parcel fronting on 60th Street to R1-20000.

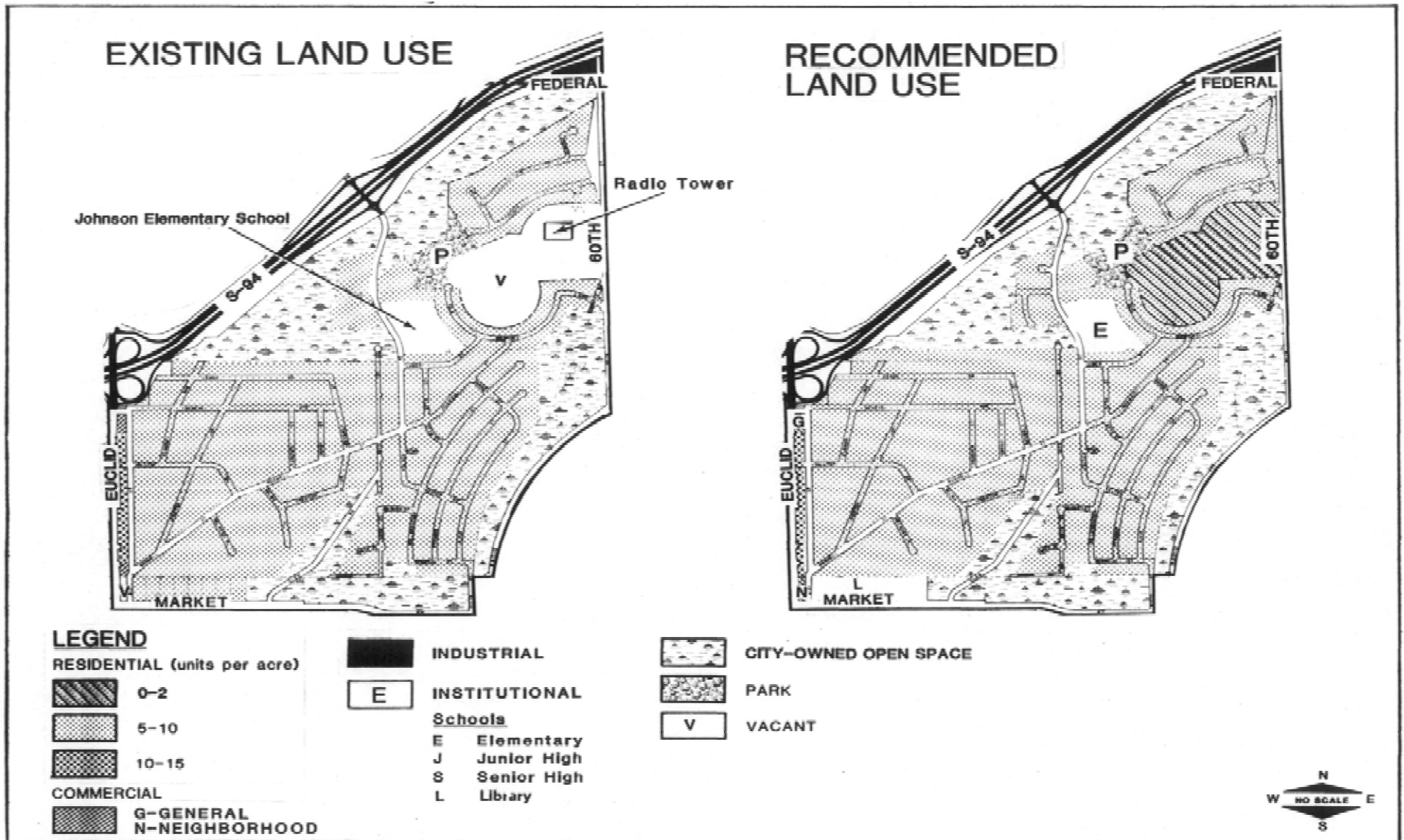
The vacant parcel fronting on 60th Street should be developed with a very-low density (0-2 units per net acre) and be rezoned from the existing R1-10000 to R1-20000. A Hillside Review Permit should be required on this site in order to ensure that disruption to the natural topography of the parcel is minimized as much as possible.

- E. Develop the properties along Euclid Avenue at a low-medium residential density.

The properties along Euclid Avenue should be developed at a low-medium density of residential development (10-15 units per net acre). Courtyard designs are encouraged, with buildings grouped in small clusters. Lot consolidations should be encouraged. Future developments should have the buildings face onto Euclid Avenue, but should be required to provide parking and gain access from 51st Street, in an effort to minimize existing traffic problems along Euclid Avenue caused by slow-moving traffic attempting to access existing driveways.

- F. Rezone Johnson Elementary School to the Institutional Overlay Zone. This site should be developed with compatible private development only after it has been determined that it is not needed for use as a public facility. Where it is determined that residential development is appropriate for this site, the density should be compatible with that of the surrounding neighborhood (5-10 units per net acre).

- G. The proposed site of the Valencia Park Library, on 51st and Market Streets, shall retain its SF-5000 zoning. Its use shall be restricted to the library and uses accessory to it, and uses permitted by the underlying zoning. Alternative use of the site for single-family development, in conformance with the Southeastern San Diego Planned District Ordinance and other City ordinances, is permitted and shall not require an amendment to this plan.



EMERALD HILLS SOUTHEASTERN SAN DIEGO

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FIGURE 40